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[a1351]

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[a46]


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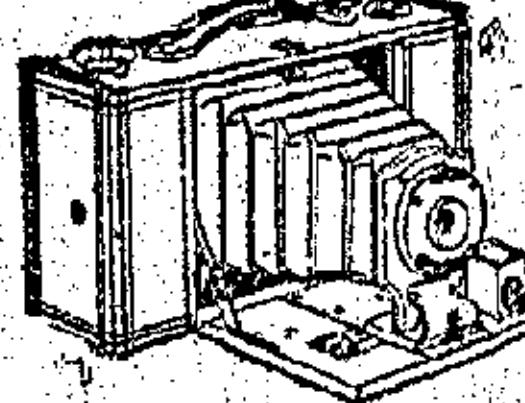
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Hongkong, 1st December, 1910. [a1342]

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[a1356]

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The Daily Press.

HONGKONG, DECEMBER 8TH, 1910.

The report of the proceedings at the Sanitary Board which we published yesterday makes the interesting disclosure that politically the Colony of Hongkong is quite in line with the Motherland, for may it not be said that the "Veto" has become the burning question of the moment in both places? Our Sanitary Board—or at least the Unofficial members of it, with one exception—have protested against what they regard as an unreasonable exercise of the veto by our local equivalent of the House of Lords—the Executive Council. H.E. THE GOVERNOR has defended the action of his Council in a lengthy minute which however much some of the details may be criticised, does at least show that careful consideration is given to recommendations made by the Sanitary Board, and, in the words of His Excellency, that "the action of the Government has been conscientiously directed to the discharge of public duty." A strong case is made out in justification of the Executive Council's refusal to abandon the Pokfulum reservoir on the recommendation of the Sanitary Board. Mr. SHERMAN HOOPER has drawn from His Excellency's statement the deduction that the medical advisers of the Sanitary Board and the medical experts consulted by the Executive Council differ as to the danger of the supply, and consequently asks the old

familiar question as to who shall decide when doctors disagree. But on the question of the impurity of the water in the reservoir there appears in reality to be no difference of opinion whatever. It was indeed on a report by the Government bacteriologist that the Sanitary Board based their recommendation for closing the reservoir.

Lady Ingard will attend the Annual Sale of Work of the French Convent at the City Hall this afternoon.

A second aeroplane ordered from abroad by the Japanese Government was landed at Yokohama a fortnight ago.

Mr. R. E. Stables, of the Colonial Office, arrives in the Colony per a.s. *Assay* to-morrow morning, and will be a guest at Government House.

The Yokohama *Board of Trade* Relief Fund amounted to £123 13s. 2d. a cheque for which sum was received and acknowledged by the Mayor of Portsmouth.

A native who stole two pipes from a restaurant at Shokotsui was sentenced by Mr. E. R. Halifax at the Magistracy yesterday to one month's imprisonment and six hours' stocks.

Mr. Hamilton Butler, at one time American Assessor at Shanghai and recently in Tientsin, has been transferred to Canton as Vice-Consul, relieving Mr. Myers, who in turn goes to Tientsin.

Two cases of plague were discovered near the Chienkuo Bund, Shanghai, last week. The patients were certified by a Japanese doctor to be suffering from that disease. One died, while the other is in a very critical condition.

We are informed that the members of the Publicity Committee for the Philippines Carnival are making great preparations for the coming Carnival in February, 1911, and that several big attractions are being imported to make it the "Greatest Show ever seen East of Suez."

Even with the support of shoring the front wall of the buildings which recently collapsed in Aberdeen Street is considered dangerous to pedestrians in the vicinity. To avoid accidents four Indian policemen were yesterday stationed at the scene of the collapse to prevent passers-by from loitering.

A Chinese man and youth appeared before Mr. Halifax at the Magistracy yesterday on a charge of stealing a clock from the residence of a Japanese woman residing at 10, Cross Street. After hearing the evidence his Worship sentenced the first defendant, the man, to three weeks' imprisonment and six hours' stocks, and the second to 48 hours' detention and twelve strokes of the birch.

A member of the hooligan brigade which has recently been creating disturbances in the vicinity of the Empire Cinematograph and the new skating rink was charged before Mr. E. R. Halifax at the Magistracy yesterday. He was arrested in the act of tearing weatherboards from the wall of the skating rink. The offence was proved and his Worship imposed a fine of \$25, the alternative being five weeks' imprisonment.

There will be a special dinner at Government house to-night at which the following will be present:—Mr. Chao Ching Hua, Dr. Ho Kai, Mr. Iau Chu-pak, Mr. Sat-po, Mr. Chan Shat-nam, Mr. Ho Ngok-lan, Mr. Hui Chiu-lam, Mr. Chan Siu-ki, Mr. Wei Wah-lin, Mr. Wong Kam-fuk, Mr. Sin Tat-fan, Dr. Kelly, Mr. Halifax, Rev. W. H. Howitt, Mr. S. B. C. Ross, Mr. J. R. Wood, Mr. Ralphs, Mr. Irving, Mr. Hasland, Mr. Brewin and Sir Henry May.

TRAGEDY AT QUARRY BAY.

FRENCH SAILOR CHARGED WITH MURDER.

Paul Pottier, a deck sailor from the French gunboat *Vigilante*, which is now being overhauled in the Quarry Bay Docks, appeared before Mr. J. E. Wood at the Magistracy yesterday on a charge of wilfully murdering a ricksha coolie. It appears that early on Monday morning the accused and four shipmates took rickshas at Wan-chai and proceeded to Quarry Bay. There it appears that a dispute arose regarding the fares, and that the sailors chased the coolies. The defendant is alleged to have stabbed the deceased coolie in the abdomen with a pocket knife. The coolie, whose intestines were extensively cut, was removed to the Government Civil Hospital, where he died on Monday night at 6.30 o'clock after his dying deposition had been taken. When charged yesterday Pottier pleaded not guilty, and the hearing of the case was adjourned until to-day.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from 5th to 5th inst. with the following results:

	Gross	Hcp.	Net
A. P. Dashwood	91	14	77
C. A. Tomes	95	12	83
Comdr. Brooke	85	10	85
H. Pinckney	95	10	85
T. S. Forrest	87	scr.	87
30 entries			
POOL			
A. W. Welkinshaw	78	scr.	78
C. A. Tomes	93	12	83
Comdr. Brooke	85	scr.	85
H. Pinckney	95	10	85
T. S. Forrest	87	scr.	87
35 entries			
WINNER OF CUP.			
WINNER OF POOL.			

CRICKET.

YOKOHAMA v. GARRISON.

An interesting match was played on the Cricket Ground yesterday between the K.O.Y.L.I. and the Garrison. The former, batting first, made a fine display and ran up 182, to which the Garrison replied with 175. Great interest was manifested in the match and excitement prevailed at the last when the issue was very much in doubt. Fortunately the game was finished before the rain came on.

THE HONGKONG DAILY PRESS, THURSDAY, DECEMBER 8TH, 1910.

TELEGRAMS. TELEGRAMS.

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[DAILY PRESS] EXCLUSIVE SERVICE]

[REUTER'S SPECIAL POLITICAL SERVICE]

RAILWAY EXTENSION TO TSINGTAO.

PEKING, December 7th.

The Germans are negotiating for the extension of the Kaifeng Railway to Tsingtao via Kaomi, a scheme which involves an alteration in the long-discussed extension to Kaichow.

The scheme provides for the Chinese construction of the proposed line.

CHINESE STATESMAN SEEKS RETIREMENT.

PEKING, December 7th.

Tang Shao Yi, President of the Board of Communications, has tendered his resignation.

The Throne refuses to accept it, but has granted his Excellency one month's leave of absence.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

PRESIDENT TAFT'S MESSAGE TO CONGRESS.

THE CHINCHAU-AIGUN RAILWAY.

London, December 7th.

President Taft's Message to Congress says the construction of the Chin-chau-Aigun railway by international loan still forms the subject of friendly discussion between the interested parties.

American policy in China is to use American capital for the development of China, without prejudicing China's legitimate rights as an independent Power.

PANAMA CANAL TOLLS.

The President recommends the appropriation of nineteen million dollars for the fortification of the Panama Canal and a toll of a dollar a ton on all commerce passing through the Canal.

JAPANESE AND GERMAN MANUFACTURERS.

London, December 7th.

Speaking at a dinner given by the German Japanese Society at Berlin the Japanese Ambassador, after referring to the excellent relations between the two countries, expressed regret that Japanese industrialists were often disappointed when they visited German factories because the manufacturers carried secrecy too far. Consequently the Japanese went to other countries where they encountered less distrust.

[FROM THE MANILA "CABLENEWS"]

PROPHECY BY MR. JAMES J. HILL.

Washington, Nov. 29th.

James J. Hill, builder of the Great Northern transportation lines, is pessimistic in his view of the commercial outlook for the immediate future. Mr. Hill prophesies that there will be shortly serious business stagnation on account of the extravagant way of living and the abnormal expansion of business houses in the United States.

THE AMERICAN LABOUR LEADER.

Washington, Nov. 28th.

Samuel Gompers has been re-elected president of the American Federation of Labour. Serious opposition to his candidacy developed on the organization and he was elected by a very small margin. His success has entailed considerable bitterness among those opposed to his methods whose hearts were set on ridding the organization of his leadership.

SHOPKEEPERS' BUSINESS HOURS IN MANILA.

A meeting of merchants was held at the quarters of the Manila Merchants' Association last week to decide on the business hours to be maintained during the last two weeks of the year. Of the twenty-six merchants present a majority decided that it would be conducive to better business for them to remain open until 6.30 o'clock from the 15th to the 30th, thereby making it an object to buyers to come to the stores after dinner.

During this time the Escolta will be brilliantly lighted with thousands of electric lights, and arrangements will be made to have band music. It is expected that the Manila Dagupan Railway Co. will be induced to run extra trains to accommodate the people living a short distance out of town.

THE SITUATION AT MACAO.

REPUBLICAN NEWSPAPER SUSPENDED.
The Acting Governor yesterday suspended the Republican paper *Verdad*.

AN AMNESTY.

A close textual translation of the Amnesty dispatch sent by the Government at Lisbon is as follows:—"Republican Government, considering good intention troops enforcing execution law, forgoes punishment, honouring Governor's promise, but maintains military regulations. Therefore will not fail to punish any demonstration of troops or act of insubordination treating it as protest against Republic and high treason. This also includes conduct civilians instigating and inciting disturbance police order."

[FROM AN OCCASIONAL CORRESPONDENT.]

Nothing can be more curious, except a cyclone, than what used to be called the Fury Francesco. It is really a form of anger peculiar to the Latin peoples, terrible while it lasts, sometimes appallingly devastating, but leaving after its passage peace and quietness behind it. Here in Macao, only three days ago, many men walked in fear of their lives, especially if they happened to be Priests, and even an Englishman might remember with discomfort that he was a Monarchist in a land of Republicans. To-day political passion has died down; all men remember that it does not really matter what a country calls itself, a Monarchy or a Republic, but that duty has to be done, law and order have to be preserved, soldiers must obey their officers, and ordinary decent people have to keep their temper. Certain rumours have been assiduously spread with the avowed intention of creating excitement and upsetting the public mind. The real truth is that at the present moment Macao is one of the safest places in the whole of the Far East. The New Governor, Sonho Vidal, is a strong man, and has a most able coadjutor in the Colonial Secretary, Lieut. Machado, an officer of exceptional ability and determination. It is quite untrue that the Receiver of Taxes, Senhor Monteiro, aspired himself to fill the post of Governor. His hands are full already with the arduous and responsible labour of restoring the finances of Macao, and it is most improbable that anything could induce him to accept any post which would interrupt a task to which he is giving the whole of his mind. The soldiers are now under complete discipline. There is every reason to hope that under the firm hand which now are administering the Government there will be no further disturbance, no apprehension in the breast of the most timid of convent school girls, and no excitement to be obtained by the most excitable of sensation-lovers.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

MACAO, December 6th.

Sir.—All is quiet now and we can breathe again. There is a distinct reaction on the part of the soldiers, who recognize now that they have been sadly misled and deceived by a few civilians, and are therefore very indignant.

There only remains one thing to be done now, and that is to severely punish the men who got up this revolt, and who are known to everybody here. Not unnaturally, there is a growing impatience at the delay on the part of the Acting Governor in instituting proceedings against the men behind the scenes, but all who know his Excellency's integrity of character and love of country know that he has not acted yet, there must be some good reasons for it. The population of Macao still have full confidence in his Excellency, and trust that Justice will be meted out in due course. The amount of harm done by these men is considerable, and the indignation is general and absolute. The aged and infirm, the destitutes, the orphans, the children requiring education, all alike have suffered. But there are other victims. In the first place, there is H.E. the Governor, who was universally liked and respected. Then there are the Captain of the *Patro*, who lost his command, and the young officer, Lieut. Costs, who, feeling ashamed of the action of the men, resigned his commission in the Navy, and so on. The amount of misery wrought all round is great and the punishment should be commensurate to the crime.—I am, etc.

JUSTITIA.

OXFORD AND THE CIVIL SERVICE.

The places obtained by Oxford men in this year's Civil Service Competition are considered by the *Oxford Magazine*, after an elaborate analysis, to be "very fairly satisfactory." In all there are fifty-eight Oxford men among the one hundred and sixteen to whom places have been offered—exactly one-half. Among these are the first and second men in six out of the first ten, fourteen out of the first twenty-five, twenty-six of the first fifty. Last year Christ Church, with six successors, had the largest number of representatives of any individual College. This year Balliol, Brasenose, and Hertford all made that number, but are well beaten by Trinity, Cambridge, with eight. Among the Public Schools Eton has done best, having six men in Marlborough, with five, next best, Dulwich, and Malvern have four apiece. Fettes, Manchester Grammar School, Rugby, George Watson's College, and Winchester each supply three, the first three on the list being a Burgess. A comparison of the marks of this year's successful candidates with those of the corresponding places last year looks as if it were the mark had been more lenient this year, the candidates much better. Judging by relative performances in the Schools, the former alternative seems more probable. The Colonial Cadetships seem to have rather gone a-begging this year, as the last has gone to a man who was as low down as one hundred and forty-third and who only scored 1,577, and the majority have gone to men who would have been well out of the running in most years. The performances of the Oxford men in the Schools are up to, but not above, the average.

ABERDEEN STREET BUILDING COLLAPSE.

INQUIRY AT THE MAGISTRACY.

An inquiry into the cause of death of six Chinese who were killed in the collapse which occurred at Nos. 13, 15, and 17, Aberdeen Street, on the 28th November was opened before Mr. E. R. Halifax, sitting as coroner, and a jury, at the Magistracy yesterday afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Crown. He informed the jurors that they were present to inquire into a sad accident which occurred at 1.30 o'clock in the daytime on November 28th and which resulted in the death of six Chinese persons—one man, a barber, of the age of 45, three married women and two children. The inquiry was held under the Ordinance for the abolition of a coroner; his Worship was sitting with the powers of a coroner, and this was practically a coroner's inquest to ascertain the cause of death. Mr. Bowley said he appeared in order to assist his Worship and the jurors as far as possible in ascertaining the facts and surrounding circumstances of this sad calamity, and he would endeavour to render all the assistance he could in arriving at the true facts of the case. The six persons who met their deaths by the accident were all occupiers of house No. 17, Aberdeen Street; and the evidence of the medical officer, who examined the bodies would be understood, to be to the effect that each of these persons died of suffocation; that was to say, they were buried in the ruins of the house and suffocated. Mr. Bowley thought the jury would have no difficulty in ascertaining the primary cause of death, but they would probably wish to go further than that and to inquire into the circumstances surrounding this accident; and to find out whether in their opinion any blame attached to any person connected with these buildings, and so on. The collapse occurred very suddenly, without any previous warning, and there were a large number of the tenants in No. 17, while a large number of workmen were working in the adjoining houses. Fortunately, the greater part of these people escaped with their lives, but six were buried in the ruins. As soon as the collapse occurred a constable on duty in the street called up the Central Police Station. The fire brigade turned out with great promptitude, and assisted by a gang of sanitary coolies under the charge of the Sanitary Department, the police and coolies did all in their power to extricate the living and take out the bodies of the dead, working at great risk to their own lives, but fortunately no accident occurred. In order to arrive at the history of this accident it was necessary to consider the three houses, Nos. 13, 15 and 17, Aberdeen Street. Mr. Bowley laid before his Worship and the jurors a plan of these houses, and stated that as far as could be ascertained they were of considerable age; in fact, their age was such that the Building Authority was unable to find out when they were erected. He thought it was safe to say they were built between twenty and thirty years ago. They were ordinary Chinestonement houses, each four storeys, built of blue brick, and had iron verandahs over Aberdeen Street. Each house belonged to a different owner. In September of this year an inspector in the department of the Building Authority, acting under statutory powers, inspected these houses, and came to the conclusion that the party wall between 13 and 15 was in a dangerous condition. Notices were accordingly given to the respective owners of 13 and 15, each of whom presumably had a half interest in the party wall, to pull down that wall and reconstruct it. At the time the inspector of the Building Authority made the inspection in September No. 15 was vacant, 13 was partially vacant, but 17 was occupied and continued to be occupied until the time of the collapse. The owner of 15 appeared to have taken reasonably prompt action. Directly he received the notice he instructed a scaffolding contractor to shew up the two houses 13 and 15. The contractor was informed that the party wall was to be pulled down and rebuilt, and was instructed put in the necessary shores for that work. He put rows of China fire poles on each floor of the two houses, so arranged as to carry the whole of the weight of the floors and the roofs of those two houses. The next step which the owner had to take was to engage the services of an authorised architect to prepare a plan and give notice to the Building Authority of the proposed works. Without that plan and notice any building operations would have been illegal. Mr. L. A. Rose, authorised architect, was instructed to do the needful, and he prepared a plan showing the putting down and rebuilding of this wall, and sent it in to the Building Authority. That plan was subsequently withdrawn and another substituted. The Building Authority looked at the second plan and notice, came to the conclusion that the plans were in order, and acknowledged the plan on October 31st. The owners of 13 and 15 then entered into a contract through the agency of Mr. Rose, who prepared a contract with a Chinese firm of building contractors. The contract provided for the pulling down of the party and cross walls, and their rebuilding for a certain price; it provided also that the Chinese contractor should be responsible for the shoring up of the buildings during the alterations, but as the jurors had already heard, the shoring up had been done previous to this contract. The contract work had to be carried out under the supervision and to the satisfaction of Mr. Rose, and as soon as the contract was signed the work proceeded with reasonable despatch. The walls were pulled down, the old foundations were taken up, new trenches were dug, and just before the collapse the new foundation of the new party wall had been completed, and the wall itself was three or four feet above the ground level. The foundations

HOME AND CHINA AFFAIRS

FROM OUR OWN CORRESPONDENT.

LONDON, Nov. 16th.

CHINA'S FINANCIAL POSITION.
The financial position of China has been brought prominently before the public this week by reason of the projected large loan by America. A fortnight ago several city financiers expressed grave doubts whether America would accomplish the deal, and it was shortly afterwards reported that China could not find her way to agree to some of the American conditions. Meetings took place, however, in London between representatives of British, French, German and American financial groups, who came to a mutual agreement for co-operation and participation in regard to Chinese Government loans. The agreement is far-reaching, for it not only provides for the £10,000,000 loan required by China for Manchuria developments and other purposes, but also for future financial operations in China.

It seems that the American financiers approached the European financial groups, and that they should have arrived at an important international understanding in regard with satisfaction in Government circles. Once the men of money sat down to deliberate calmly the discussion was very brief, and it is felt on all sides that a cause of friction has been removed. The English financial papers consider that it represents a victory for American interests, who have made no secret of their desire to assist in the financing of Manchuria. The natural inference is that henceforward leading American financial groups will participate more largely in any borrowing proposals which may be put forward by the Chinese Government.

FINANCIAL REFORM.

The question of monetary reform in China is also engaging as much attention in America as in London. Across the Atlantic this chapter of finance is looked upon as an event of world-wide importance, which, if carried out successfully, will profoundly affect the monetary systems, and largely influence the commerce of America and Europe.

While on the subject of finance I may mention that British investors are apparently still willing to entrust their capital with the Chinese Government, the issue of £1,110,000 five per cent. Tientsin-Pukow Railway bonds being largely oversubscribed this week. The present issue was for three millions, and the remaining portion was offered in Germany. Judging from the prospects everything was done to make the security watertight, but at the same time provincial revenues are not so comfortable a backing for a loan as a mortgage on a profit-making railway or a lien on Customs.

TIBET.

There have been three interesting lectures in the last few days regarding Asiatic affairs. Sir Francis Younghusband, who led the famous expedition into Tibet in 1904, addressed the members of the Central Asian Society on "Our position in Tibet," concerning which he is not at all satisfied. Sir Francis is not a believer in the Yellow Peril; rather, he thinks the Chinese have much more reason to fear a white peril, but the rough, tactless handling of the Lamas, and movements of Chinese troops, have unsettled the North-East Frontier of India. In endeavouring to make Tibet a province of China, the Chinese had displayed a marked absence of friendly relations with our officers, and the Chinese officials at present flooding the country exhibited strong anti-British propensities. Sir Francis' opinion is that if the Chinese officials would show themselves ready to co-operate with Britain, and treat the Tibetans sensibly and reasonably, we need have no objection to the increase of Chinese influence, but as things are going now, it looks very likely as though there is more trouble ahead.

PERSIAN ARCHAEOLOGICAL PROBLEMS.
Major G. M. Sykes, the noted explorer, who recently returned from his sixth journey in Persia, has been helping the Royal Geographical Society to solve some of the archaeological problems of that historic land. Major Sykes was unable to identify the ancient capital of Alexander, but the city of Darius was located satisfactorily. The site of the ancient city of Nisibis was also discovered, and this is interesting from the fact that Omar Beyayam lived here during the zenith of its prosperity.

FROM INDIA TO SIBERIA.
A remarkable journey across Asia from India to Siberia has been accomplished by Lieutenant P. T. Etherton, who travelled some 4,000 miles, occupying a whole year, and undertaken chiefly from a love of sport and travel; it was not unattended with hardships and dangers. Starting in March, 1909, from Lansdowne in the Himalayas, Lieutenant Etherton travelled via Kashmir, the Gilgit Valley and Hunza to the Pamirs. Thence through Chinese Turkistan, Mongolia and Siberia to Novo Nicholask, a station on the Trans-Siberian railway. Lieutenant Etherton disputes the popular idea that the Pamirs are a tableland. He says they comprise a succession of peaks formed by the shale detritus which has accumulated through the ages, a mighty mass of lofty, high-peaked ridges and gables, with valleys, hollows, or ledges between, desolate and treeless, with a climate noted for its severity. The Pamirs had attracted attention from the political and sporting point of view, but their military value is a negligible quantity.

KIND EDWARD MEMORIALS.

Lord Northcote in a letter to the Lord Mayor of London urges that no more appropriate memorial to King Edward could be proposed than the establishment of a fund to carry on and extend the work of research into tropical disease. Lord Northcote has spent several years in the tropics in the service of his country, and he thinks it appropriate that the metropolis of

the Empire should take the lead in a movement for giving the full benefit of British administration to the more distant portions of the King's dominions, which have contributed in no small measure to the capital's prosperity. The late King Edward took a keen interest in anything pertaining to war on disease, and it is certainly fitting that the development of our tropical possessions shall be carried out with as little cost as possible in human life and vital energy. In days gone by the heavy death toll was vaguely attributed to "the climate," but medical and scientific men now know differently. Lord Northcote refers to the astonishing results in saving human life in connection with malaria, yellow fever and sleeping sickness, and quotes two towns in the Federated Malay States where the deaths from malaria had dropped from 368 in 1901, the year when remedial measures were commenced, to 45 in 1905. It is possible that a King Edward VII. Tropical Research Fund will be started.

EXTENSION COMPANY IS LIKELY TO FOLLOW BY SIMILAR CONCERN IN OTHER PARTS OF THE WORLD.
RUBBER TELEGRAMS.
Sir John Wolfe Barry, who presided over the recent half-yearly meeting of this Company, attributed the increased business to the remarkable development that had taken place in the rubber industry. While receipts had increased, expenses had also risen, and Sir John mentioned that owing to the increased cost of living in the Far East, and particularly in the Straits Settlements, the Company had found it necessary to increase substantially the remuneration of the staff in that region in order to meet fairly the new conditions that had arisen. The staff of other companies will, no doubt, appreciate this fact.

WELSHMEN AND THE CORONATION.

Already Welshmen in Hongkong and the Far East, Australia, and the world generally, have announced their intention of returning to their native land to join in the rejoicing at the investiture of the Prince of Wales at Carnarvon next July. The visitors will include men prominent in Colonial administration, and the United States contingent will be a large one. Bookings at the Carnarvon hotels have already commenced.

PRONABLE TOUR BY KING GEORGE.

There was a significant phrase in the Duke of Connaught's speech at the opening of the Union Parliament in South Africa, which may mean much, or little. It has been taken hold of, however, to mean that King George may set a precedent and make an Empire tour. The Duke of Connaught, in reading the King's speech, regretted his Majesty's absence "for the present." While a Kingly tour is without precedent, so the British Empire of to-day is without precedent, and in influential circles it is admitted that a royal visit to South Africa is not beyond the bonds of possibility. Really, one can see no reason why the King should not visit his dominions over the seas, especially as it has become customary to pay extended visits to the continent. King George, too, has a natural love for travel, and so one day Hongkong residents may have the pleasure of welcoming his Majesty in person.

PERSONAL PARAGRAPHS.
A wedding of interest to the Far East took place at St. George's, Hanover Square, a few days ago, when John Arthur Coghill Somerville, Major, Royal Sussex Regt., younger son of the late Lt.-Col. Somerville, of Driscoll, Co. Cork, married Vera Cooper, daughter of Mr. and Mrs. Aston Key, of Southwick Place, Hyde Park.

Prince Leopold, second son of Princess Henry of Battenburg, left London last Thursday on board the s.s. "Ornra" on a six-months' tour round the world. His immediate objective is Australia, but a visit to Hongkong is stated to be included in the itinerary.

Sir Arthur Nicolson, Permanent Under Secretary for Foreign Affairs, and Sir T. Vezey Strong, Lord Mayor of London, have been appointed members of the Committee on Oriental Studies.

Mr. Isaac Reeves, late Commander in the P. & O. Steam Navigation Company, died last week at Acton in his 78th year.

HUGE FORTUNES.
TWO MEN LEAVE £19,000,000.

The estates have now been re-sworn of Mr. Charles Morrison and Mr. Alfred Bett, the former leaving close upon £10,000,000, and the latter £9,000,000. The duties alone on these two estates amount to the large sum of £3,050,000.

Mr. Charles Morrison, of Harley-street, W. of Coleman-street, E.C., of Basildon Park, Gorring, and of the Isle of Islay, Scotland, and of the Fore-street Warehouse Co., died May 5, 1909, at the age of 91 years. His estate was originally sworn for probate in June, at the record figure of £6,666,666 13s 4d, as far as at present can be ascertained, and it has now been re-sworn as of the value of £10,936,666 13s 4d, an increase on the previous figure of £4,270,000, and possibly the tale of his fortune is not yet complete.

On the figures of this re-sworn valuation the estate duty alone amounts to £1,640,500, and it would appear that the total levy of the Exchequer in the form of various death duties, i.e., estate duty, legacy duty, succession duty, and settlement estate duty on the property passing at Mr. Morrison's death will probably amount to about £2,000,000.

Mr. Alfred Bett, of 26 Park-lane, W. and of Moors, Werner, Bett & Co., of London-wall Buildings, died July 15, 1906, at the age of 53 years, leaving about £2,000,000 for public uses, of which £1,200,000 was left to trustees for the development of communication in Africa, including the Cape to Cairo Railway and Cape Town telegraph system. His estate was sworn not long after his death at £3,000,000, "as far as at present can be ascertained," but it has now been re-sworn at what is presumably the final figure of £8,049,616 0s 0d.

THE JAPANESE NAVY.
REORGANISED THIS MONTH.
From the 1st inst. a change was to be introduced, says the Japan Gazette, to the organization of the First, Second and Third Standing Squadrons of Japan. The battleship Mikasa and several other warships in the Squadron were to be placed on the reserve list and replaced by others. The formation of the three new Squadrons is as follows:

FIRST SQUADRON.

NAME	CLASS	TONNAGE
Fusuma	battleship	19,550
Hizen	"	12,750
Izumi	"	15,800
Kashima	"	16,400
Takao	cruiser	13,750
Iwaki	"	14,620
Zone	"	4,085

SECOND SQUADRON.

NAME	CLASS	TONNAGE
Nisshin	cruiser	7,700
Kasuga	"	3,565
Idzumi	"	2,950
Chihaya	despatch-boat	1,250

THIRD SQUADRON.

NAME	CLASS	TONNAGE
Akitsushima	cruiser	3,150
Tsurumi	"	3,150
Uji	gunboat	620
Sumida	"	126
Fushimi	"	180

HEAD ONE MASS OF RUNNING ECZEMA.

Took Every Hair Off. A Pitiful Sight. Kept Someone Night and Day to Prevent His Scratching. After Second Application of Cuticura Ointment, Itching Stopped.

Now Has Lovely Skin and Hair. Thanks to Cuticura Remedies.

"I have much pleasure in enclos[ing] a photograph of baby by which you will see that there is no trace of eczema left. When we was born he had a bad case of eczema, which took every hair out of his little eyes when he was born. We were afraid he would never grow up. We applied Cuticura Ointment, which he became well again. Now he has lovely skin and it keeps him from scratching himself and scratching his bed. The doctor attended him for about three months and gave us ointments and medicines which did not good. We used to scratch him until we read of a cure by Cuticura Remedies. Then we carefully followed the directions and the application the first stopper. He made no further attempts to scratch, and in a week he was on the high road to health. We used Cuticura Ointment and Cuticura Cream, and in about five weeks there was no trace of eczema. He has lovely skin and a beautiful coating of hair. Thank you for Cuticura Ointment." (Signed) Mrs. H. A. Morris, 26, Full St., London. So. Wales March 20, 1910.

Sold throughout the world. Depts. London, etc.; E. K. Hall, Calcutta; U.S.A. Paster Drug & Chem. Corp., Boston. ENCL

MAPPIN & WEBB

(1908) LIMITED,

LONDON,

HAVE APPOINTED

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JEWELLERS & OPTICIANS.

ALEXANDRA BUILDINGS,

CHATER ROAD,

TO BE THEIR

LOCAL REPRESENTATIVES.

A Very Large Stock, the Finest ever seen in the Colony has just arrived.

SPORTING CUPS AND TROPHIES.

SUNDAY SILVER WARE

PRINCES PLATE

CUTLERY

FANCY LEATHER GOODS.

The Name

MAPPIN & WEBB

IS A

GUARANTEE OF QUALITY.

An Inspection is Solicited.

Hongkong, 1st December, 1910. 1333

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CHINESE IMPERIAL RAILWAY.
CANTON-KOWLOON RAILWAY.
CHINESE SECTION.

NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOU) to SIEN TSUN was OPENED to Traffic from the 6th December, 1910.

TIME-TABLE.

In force from 6TH DECEMBER, 1910,
Until Further Notice.

CANTON (TAI SHA TOU) to SIEN TSUN:

Miles	STATION	Passenger Trains.		
		No. 1.	No. 3.	No. 7.
3.63	SHIEK PAI	7.09	12.09	2.11
7.92	CHE PI	7.12	12.12	2.23
12.58	WU CHUNG	7.28	12.28	2.43
17.09	NAM KONG	7.53	12.55	2.59
21.67	SUN TONG	7.58	12.58	3.04
23.61	TONG MEI	8.10	1.10	3.19
25.54	NGA YEO	8.13	1.13	3.21
29.00	SIEN TSUN	8.18	1.18	3.27
		8.23	1.23	3.31
		8.31	1.31	3.40
		8.40	1.40	3.51

SIEN TSUN to CANTON (TAI SHA TOU):

Miles	STATION	Passenger Trains.		
		No. 2.	No. 4.	No. 6.
3.46	SIEN TSUN	9.15	2.15	4.10
	NGA YEO	9.24	2.24	4.21
5.39	TONG MEI	9.33	2.33	4.30
7.33	SUN TONG	9.44	2.44	4.40
11.91	NAM KONG	10.00	3.00	4.57
16.42	WU CHUNG	10.16	3.06	5.01
21.10	CHE PI	10.21	3.17	5.15
25.37	SHIEK PAI	10.32	3.32	5.31
29.00	CANTON (Tai Sha Tou)	10.49	3.38	5.47
		10.53	3.53	5.49
		11.02	4.92	6.00

By Order,

THE ADMINISTRATION.

Canton, 23rd November, 1910. [1330]

BAZAAK.

IN Aid of the Poor Chinese Orphans of the ASILE de la SAINTE ENFANCE. (Under the Distinguished Patronage of Their Excellencies SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and LADY DUGARD.) The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL TODAY (THURSDAY), the 8th December, at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fauy Works made by their Poor Orphans.

ASILE de la SAINTE ENFANCE, Hongkong, 29th November, 1910. [1325]

FOR SALE.

REMAINING Portions of MARINE LOTs 31 and 35, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [1348]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909. REVISED BY THE MEMBERS. PRICE - - - \$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1910. [1316]

WITH DOG AND GUN IN THE NEW TERRITORY.

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form. PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

JUST OPENED, a Large Assortment of NICE, BEAUTIFUL TOYS, to suit every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection solicited. Prices to suit every purse. Call again not to be disappointed.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions—Nathan Road and a straight line drawn from the North thereof through the Yaumati Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and Limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 1st day of December, 1910.

W. BOWEN-BOWLANDS, Secretary.

[1337]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO. LTD.
LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700—100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.
LOST.

A PPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, a Duplicate Certificate of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates

No. 18—100 Shares numbered 821/920

19—100 " 921/1020

20—100 " 923/1120

21—100 " 1121/1220

22—100 " 1221/1320

23—100 " 1321/1420

24—100 " 1421/1520

25—100 " 1521/1620

26—100 " 1621/1720

27—100 " 1721/1820

and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1291]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1909

£19,875,357.

I. AUTHORIZED CAPITAL ... £6,000,000
SUBSCRIBED CAPITAL ... 3,275,000
PAID-UP CAPITAL 1,212,500 0 0

(I. FIRE FUNDS 3,489,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, 19th July, 1910. [1288]

MODERATE RENTAL.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to— J. HUNNESSEY SETH,

No. 3, Des Voeux Road Central, Hongkong, 1st October, 1910. [1295]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to— ABBATOON V. APCAR & Co.,

14, Des Voeux Road, Central, 1st Floor.

Hongkong, 23rd July, 1910. [1274]

TO LET.

DAIRY FARM CO., LTD.

70 Cents Per lb.

THE DAIRY FARM CO., LTD.

[1242]

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CANTON SATIN, SILK, EMBROIDERED, TABLE COVER, TABLE CENTRE, SCARVES, CHINESE FLAG for DECORATION and CUSHION COVER, SATIN EMBROIDERED CUFFS and COLLARS, MANTEL DRAPE, BAGS, &c., CANTON LINEN EMBROIDERED, BED SPREADS, TABLE COVER, TABLE CENTRE, PILLOW CASES, INSERTION, DRAWN WORK, DOYLIES, &c., &c.

HOOSAIN-AI & Co., No. 14, Queen's Road Central, Hongkong, 24th November, 1910. [1277]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 55SG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

HONGKONG, 31st July, 1907. [1184]

TO LET

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, 85,220 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

A QUANTITY OF UNCLAIMED GOODS, comprising

IRON, PAPER, BEANS, BECHE DE MER, MEDICINES, BANDWOOD, BEANCURD, CEMENT, &c., &c.

TERMS—AS USUAL.

PREMIUM BONDS

WE ARE THE LARGEST DEALERS IN THE WORLD IN THESE ATTRACTIVE SECURITIES.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by various Government and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., BANKERS, 3, Rue de la Bourse, PARIS (France). [865]



A. S. WATSON & CO. LTD.

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COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before."WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Power to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [1719]

NOTICES TO CONSIGNEES

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN-
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES

THE Steamer

PRINZ LUDWIG,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo
Ex S.S. "CABOT" from Venice and
Catania.

Ex S.S. "STAMBUL" from Smyrna.

Transshipped at Port Said.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents
Hongkong, 1st December, 1910. [5]

S.S. "VILLE DE LA CIOTAT"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex.s.s. "Mede" and ex.s.s. "Basque" from Havre and Rouen or ex.s.s. "Basque" from Bordeaux ex.s.s. "V. de Dunkerque", in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 12th instant will be subject to rent.

All Claims must be sent in to me sir or before the 13th December, or they will not be recognized.

All damaged packages will be examined on the 12th December at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 5th December, 1910. [2]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

FROM ANTWERP, MIDDLESBORO', LEITH, HULL, LONDON, AND STRAITS.

THE Steamer

GLENLOGAN,

Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before 4 P.M. To-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 8th inst., at 3 P.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMEY & CO., Agents.

Hongkong, 2nd December, 1910. [1347]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "SHIMOSA."

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 2nd December, 1910. [1348]

GERMANY'S SEA POWER.

COUNT REVENTLOW ON THE EXPANDING NAVY.

(BY COUNT ERNST REVENTLOW IN THE LONDON "DAILY EXPRESS.")

In accepting your flattering request to express my opinion on the present naval situation I am fully aware that it is difficult, if not entirely impossible, to say anything about the present conditions of maritime affairs which has not already been said by others other than Great Britain or Germany, because the present situation is the result of a development which has been proceeding clearly before the eyes of the world for many years.

There have been no surprising changes of any kind whatever—at least, not in Germany, while we Germans are fully justified in saying that Great Britain has supplied us with many surprises:

I need only mention the fact that in the two years 1909 and 1910 the total aggregate

programme of naval construction of fifteen Dreadnoughts or Invincibles (including the two Colonial ships) has been laid down, while the German building programme, even when it has been extended, has always been known to the whole world for years before its completion.

It is, therefore, for Germany, very curious, and even at times incomprehensible, why year by year when the naval debates in the House of Commons are approaching, a propaganda and agitation are started in England based on the argument not only that a quite new act of malice on the part of Germany menace British maritime supremacy unless England immediately makes tremendous exertions, but also that Germany entertains thoroughly hostile ultimate intentions in regard to Great Britain.

As I have said, we hear these arguments year by year, and every time they are offered to us as something quite new; Great Britain is shown to us again and again as standing on the edge of a fearful precipice.

We Germans, including our Government, long ago gave as many explanations on this point as could possibly be given, and we have noticed with astonishment and regret that official statistics concerning the present and future strength of our fleet have been partly ignored in England and partly, as, for instance, by representatives of the British Government, have been put aside in favour of absolutely false figures.

POLITICAL AGITATION.

After all that we have experienced, we Germans must conclude that it is a hopeless task to endeavour to correct these incorrect statements which are utilised in England as instruments for a great political agitation against Germany.

The internal political affairs of Great Britain only concern us in so far as they influence her foreign policy, and for this reason the British agitation in connection with the German fleet is of great interest to us, especially as this movement has been interesting for about five years with threats addressed to Germany—threats which, so far as my memory goes, are unique in international relations.

I do not desire to enlarge upon this point, and it is, I suppose, hardly necessary to speak of the "danger of German invasion." Some years ago this cry of a possible German invasion was very popular in England, and there were quite a number of authoritative politicians and officers of high rank who spoke seriously of Germany's intention and ability to invade British territory. These politicians and officers doubtless prompted the propagandas which lay nearest to their hearts by such utterances, but in my opinion no educated and no well-informed Englishman has ever for one moment seriously believed in the danger of such a war.

It would be unwise for England to act under the false assumption that because battleships cost enormous sums Germany will in the long run not be able to incur such heavy expenditure; it would be more advisable for England to remember the remarkable achievements of Prussia in the wars of bigamy when she was a small and exhausted State, and to realise that the spirit which then animated Prussia still exists in Germany, even if its full strength may not be seen day by day.

England's policy and the expression of public opinion in England are of such a nature as to recognise that Prussian spirit in full measure.

I should like to point out that Germany, in order to maintain a desirable proportion of naval strength in comparison with England's, need only increase her fleet to the extent of a fraction of the increase of the British fleet. Germany's expenditure for further naval expansion will always be much smaller than England's. This is due, on the one hand, to strategic and geographical conditions, and, on the other hand, to the fact that two other major maritime Powers, Japan and the United States, must increase their respective fleets, and that England will be obliged sooner or later to take account of their forces, because, in the event of an Anglo-German war, the mere existence of the Japanese and American navies would be a factor of importance.

OTHER EXAMPLES.

The United States have, indeed, without saying it, adopted during the last ten years exactly the same principle in building their fleet as Germany. They also desire that their navy will involve the most powerful enemy in grave risks in the event of war. The same may be said of Japan, and the delay in the construction of the Japanese fleet does not alter the situation in any respect.

Whether England likes it or not, she will be obliged to accept the fact that she can no longer remain the despot of the ocean, but that she must become in future "primus inter pares."

That would still be the case if Great Britain were to choose the strange policy of attacking Germany now or in the course of the next few years, because the losses which England would sustain would alone suffice to change the relative strength of the British Navy and the fleets of other non-combatant maritime Powers, and besides, the real conflict between England and Germany would then be merely beginning.

It is my conviction that, in consideration of Great Britain's position in the world, and the results which would ensue in Europe, a declaration of war against Germany would be an unworthy act on the part of England. Admiral Mahan has recently expressed his opinion on this matter in one of your contemporaries—namely, that he has noticed a number of important newspapers in England—are convinced that England must at any time be in a position to declare war against any other Power without involving herself in any serious risk.

This argument is now put forward by those newspapers which formerly propagated the fear of invasion, and which still regard the development of the defence of the German coasts by fortresses, artillery, by torpedo-boats, as a proof of German hostility, and, wonderful to say, of German aggressive intent.

I mention this here because this attitude towards German defensive measures harmonises with the conviction that Great Britain must be able to wage war without incurring any risk.

BRITAIN'S FRONTIERS.

Whenever and wherever Great Britain can realise her strategic principles of former times by regarding the coasts of an enemy as the line of defence of British coasts, a war necessarily involves no risk to England. The English may, of course, regard this principle as defensive strategy, but other maritime Powers, which are also commercial Powers, regard England's attitude on this point as offensive and aggressive. The frequently quoted words of the preliminary introduction to the German Navy Act of 1900 run as follows:

"There is only one way under present conditions of protecting Germany's overseas trade and colonies. Germany must possess such a powerful fleet of battleships that a declaration of war against Germany, even by the most powerful maritime foe, must involve for that enemy such danger that its own existence as a Great Power would be endangered."

In other words, this means that we Germans wish to have such a large fleet that the greatest maritime Power—England—would involve herself in very great risks in declaring war against us.

Every impartial observer must concede that our attitude, viewed either from a military or political standpoint, is purely defensive in character, quite apart from Germany's intentions. I cannot assume that any thinking Englishman can really believe that Germany intends, or if she intended, would be able to create a fleet equal or superior to that of Great Britain any more than I could take the twaddle about the danger of invasion seriously.

But if England maintains that it is an aggressive act and an aggressive not towards Great Britain whom another Power builds a fleet which England could not fight without danger to herself, then there is a difference of opinion between us which cannot be bridged over, and no German Emperor, no German Government, no German Reichstag, and, apart from a few crazy exponents of internationalism, no German at all will be found who does not accept the basis of the German Navy Act of 1900 as quoted above.

England ought not to decry herself on this point; if in the future Great Britain, by continuing to adopt enormous plans of naval construction, changes the balance of power too much to Germany's disadvantage, or begins to change it, there will be nothing left for the German Empire to do but to exceed the Navy Act.

NO DELAY IN BUILDING.

I must state clearly that the German Government does not intend to propose any such extension of the Navy Act, while on the other hand there can be no question of a delay in our building programme. After waiting a long time Germany was compelled to build Dreadnoughts because England began to build Dreadnoughts, and the same results would ensue if it became evident that the British Fleet were increased to such an extent that a conflict with the German Fleet would no longer involve any serious risk for England.

The issue is quite clear, especially as we must recognise that other European Powers, which in the event of war might perhaps be on England's side, may also increase their fleets. If Germany does not maintain the fundamental principle of the Navy Act of 1900 under all circumstances and conditions, the German fleet would be a useless implement and all the money spent upon it would be wasted, because it would not fulfil the purpose for which it was created.

It would be unwise for England to act under the false assumption that because battleships cost enormous sums Germany will in the long run not be able to incur such heavy expenditure; it would be more advisable for England to remember the remarkable achievements of Prussia in the wars of bigamy when she was a small and exhausted State, and to realise that the spirit which then animated Prussia still exists in Germany, even if its full strength may not be seen day by day.

England's policy and the expression of public opinion in England are of such a nature as to recognise that Prussian spirit in full measure.

I should like to point out that Germany, in order to maintain a desirable proportion of naval strength in comparison with England's, need only increase her fleet to the extent of a fraction of the increase of the British fleet. Germany's expenditure for further naval expansion will always be much smaller than England's. This is due, on the one hand, to strategic and geographical conditions, and, on the other hand, to the fact that two other major maritime Powers, Japan and the United States, must increase their respective fleets, and that England will be obliged sooner or later to take account of their forces, because, in the event of an Anglo-German war, the Japanese and American navies would be a factor of importance.

It is my conviction that, in consideration of Great Britain's position in the world, and the results which would ensue in Europe, a declaration of war against Germany would be an unworthy act on the part of England. Admiral Mahan has recently expressed his opinion on this matter in one of your contemporaries—namely, that he has noticed a number of important newspapers in England—are convinced that England must at any time be in a position to declare war against any other Power without involving herself in any serious risk.

This argument is now put forward by those newspapers which formerly propagated the fear of invasion, and which still regard the development of the defence of the German coasts by fortresses, artillery, by torpedo-boats, as a proof of German hostility, and, wonderful to say, of German aggressive intent.

I mention this here because this attitude towards German defensive measures harmonises with the conviction that Great Britain must be able to wage war without incurring any risk.

ADMIRAL MAHAN.

Whenever and wherever Great Britain can realise her strategic principles of former times by regarding the coasts of an enemy as the line of defence of British coasts, a war necessarily involves no risk to England. The English may, of course, regard this principle as defensive strategy, but other maritime Powers, which are also commercial Powers, regard England's attitude on this point as offensive and aggressive. The frequently quoted words of the preliminary introduction to the German Navy Act of 1900 run as follows:

"Admiral Mahan is obviously not well informed regarding Continental conditions, and, above all, he is ignorant of the political and military results of a land war on the Continent of Europe, which would either ensure simultaneous or an Anglo-German naval war, or could only be avoided by a combination advantageous to the German Empire."

Admiral Mahan has admitted this by saying that the times have gone when it was possible for the British Fleet to control the trade of the whole world or even of the whole of Europe; but, on the other hand, Admiral Mahan has taken when he believed that in the event of an Anglo-German war the German Empire could be ruined by the temporary destruction of her oversea commerce.

Admiral Mahan is obviously not well informed regarding Continental conditions, and, above all, he is ignorant of the political and military results of a land war on the Continent of Europe, which would either ensure simultaneous or an Anglo-German naval war, or could only be avoided by a combination advantageous to the German Empire."

STRAITS SETTLEMENTS STOCKS AND SHARES.
RUBBER COMPANIES.

Singapore, November 24

Par value each share, £1. Calls paid up are:-	Singapore Fraser & Co.'s Prices, Oct. 20	Malayan Companies. Dividends	Par value each share £1. Calls paid up are:-	Malayan Companies. Dividends	Singapore Fraser & Co.'s Prices, Oct. 24	Dividends
1/- paid			fy. paid	Malacca Ordinary	6.10.0	
2/- fy.	Alor-Pongsu	50% '10	2/- fy.	Merlimau	5.9	
1/- fy.	Anglo-Johore	1.4.3	fy. "	Morton Syndicate		
1/- fy.	Anglo-Malay		fy. "	Mount Austin		
1/- fy.	Bakap		2/- fy. "	North Hummock	25%	'03
1/- fy.	Banteu	15.10.0	14/- "	Padding Java	3/0	
1/- fy.	Bitu Cave	70% '10	2/- fy. "	Pandal Johore	2.17.0	125% '10
1/- fy.	Batu Kawan		fy. "	Pataling (Johore)		
1/- fy.	Batu Tiga	4.11.6	10% '10	Perai	7/10	125% '10
1/- fy.	Berunui Selangor		fy. "	Penairo Est.		
1/- fy.	Berunui Perak Do. Ordinary	3% '03	10% "	Prye		10% '09
1/- fy.	Bidor		13/8 "	Ratnaf		
1/- fy.	Bilans Selangor		13/8 "	Rembia	1.15.0pm	
1/- fy.	Bukit Cloth		2/- fy. "	Rim		
1/- fy.	Bukit Kajang	2.5.0	15/- "	R. Est. of Krian		
1/- fy.	Bukit Mertajam	3/8	15/- "	R. of Johore		
1/- fy.	Bukit Rajah	15.5.0	25% '10	Sagga	11.2.6	
1/- fy.	Bukit Selangor		21 fy. "	Scarsfield	7.0.0	15% '10
1/- fy.	Castlefield	5.1.6	15/- "	Selangor	3.0.0	150% '10
1/- fy.	Chankat Salak R. and Tin.		10% "	Seletar Rubber		
1/- fy.	Cheroposo	3.9	10% "	Sempah		
1/- fy.	Chevrot		10% "	Sendayan	1.15.0	
1/- fy.	Chola Rubber		10% "	Seremban	4.7.3	15% '10
1/- fy.	Cirely Ordinary Preferred	1.18.0	50% '10	Serangoon		
1/- fy.	Consol Malay	1.18.0	51% '10	Shelford	3.12.6	10% '10
1/- fy.	Damnasiain	1.4.9	60% " "	Sigiting (N.S.)		
1/- fy.	Dennistoun	7.0.0	25% " "	Singapore Para	2.16.0	
1/- fy.	Entib. Selangor	12.6	16% " "	Strata (Bartam)	7	17% '09
1/- fy.	Fed. Selangor	30%	10% "	Strathmore R		
1/- fy.	Gina Kee R. Est.		12/6 "	Sungai Bahru		
1/- fy.	Garing (Malacea)		10% "	Sungai Choh	4.17.6	
1/- fy.	Golconde	6.2.0	25% " "	Sungai Kapar	14/-	26% '10
1/- fy.	Golden Hope	6.11.0	20% " "	Sungai Kruit		
1/- fy.	Gulu-Kalumpang		10% "	Sungai Liang		
1/- fy.	H. and Lowndes	5.0.0	20% " "	Sungai Salak	4.5.0	
1/- fy.	Inch Kenneth	12.0.0	100% '03	Sungai Way	5.2.6	125% '10
1/- fy.	Joliro Paro		10% "	Tangkahan		
1/- fy.	Johore R. Lands		10% "	Third Mile		
1/- fy.	Jugra (Ordinary)		40% '06	Tremelby		
1/- fy.	Kpong Kuantan			Trust and Finance Companies.		
1/- fy.	Kuanming " Do. " B"	5/4 pm	15% " "	Anglo-Straits R. T.		
1/- fy.	Kupar Para	0.2.6	20% " "	Eastern Internat. Trust	20%	'10
1/- fy.	Kellar		10% "	Mid-East Invest		
1/- fy.	Kepong		10% "	Rubber Plants Inves. Trust	20%	'09
1/- fy.	Killinghall		10% "	R. Share Trust		
1/- fy.	Kinta Kelas	33%	10% "	Strait. M. & Trust.		
1/- fy.	Klanang	2.3	15% "	India, Ceylon, Borneo, Java and Sumatra.		
1/- fy.	Klan-Kellas			Anglo-Java		
1/- fy.	Kota Tinggi			Asahan (Sumatra)		
1/- fy.	Khota Tampan			Bangawan R.		
1/- fy.	Krubong			Beaufort		
1/- fy.	Kuala Klang			Central Sumatra		
1/- fy.	Kuala Lumpur	8.5.0	75% " "	Indian Peninsula		
1/- fy.	Kuala Pahit			Java Analgamt		
1/- fy.	Kuala Selangor			Kimanis		
1/- fy.	Labu	15/-	30% " "	Langkun		
1/- fy.	Lanadron	4.18.0	27% '09	Manchester		
1/- fy.	Ledbury	3.15.0	5% "	Nirmala (Java)		
1/- fy.	Lendu	2.0.0	17% '09	Pontianak		
1/- fy.	Lingga	2.2.0	100% " "	Sumatra Para	10/-	33% '10
1/- fy.	London Asiatic	12/3	10% " "	Sumatra Props.		
1/- fy.	Lumut Est.	19/- pm	2/- fy. "	United Serdang	5.5.0	5% '09
1/- fy.	Madingley Est.		10% "	Utd. Sumatra	7/9	20% '10
1/- fy.	Malacea 75% Cum. Participating Pref	6.15.0	10% " "			

SHIPPING IN PORT.

STEAMERS.

BUNJUN MARU, Japanese str. 1,800, S. Yamane, 5th Dec.—Shanghai and Swatow 4th Dec., General—Osaka Shosen Kaisha.

BUTO MARU, Japanese str. 1,913, Yatsuyang, 25th Nov.—Port Arthur 18th Nov., Coal—Mitsui Bussan Kaisha.

CHANGSHA, British str. 2,269, E. Finlayson, 4th Dec.—Melbourne 30th Oct., General—China Navigation Co., Ltd.

CHARLTON, British str. 2,592, John S. Cavo, 29th Nov.—Barry, England 12th October, Coal—Doddwell & Co.

CHENIAN, British str. 2,000, Lloyd Jones, 4th Dec.—Shanghai 1st December, General—Butterfield & Swire.

SILVIA, German str. 4,197, F. Porzelius, 20th Nov.—Shanghai 11th Nov., General—Hamburg-Amerika Line.

SZECZVEN, British str. 1,412, Sidford, 1st Dec.—Tientsin 24th November, General and Nuts—China-Navigation Co.

EMPEROR OF JAPAN, British str. 3,039, H. Pybus, R.M.E., 2nd Dec.—Vancouver 11th Nov., Mails and General—Canadian Pacific Railway Co.

ERROLL, British str. 2,886, L. James, 30th Nov.—Moji 24th Nov., Coal—Shewan, Tones & Co.

ESANG, British str. 1,100, Warwick, 3rd Dec.—Newchwang and Deloy 27th Nov., Beans—Jardine, Matheson & Co.

FAUSHANG, British str. 996, W. D. Brymer, 29th Nov.—Newchwan and Chefoo 19th Nov., General—Butterfield & Swire.

WOSANG, British str. 1,127, J. Smith, 1st Dec.—Dahli 15th and Newchwang 24th Nov., General and Beans—Jardine, Matheson & Co.

WEHU, British str. 1,221, J. Meathal, 27th Nov.—Chicou 22nd November, General—Butterfield & Swire.

HANOI, French str. 630, J. Panner, 4th December—Haiphong 29th Nov., Rice and General—A. B. Mart.

HORROW, British str. 836, Speed, 6th Dec.—Shanghai 2nd Dec., General—Butterfield & Swire.

INVERCLYDE, British str. 1,234, Alexander, 5th Dec.—New York 13th Oct., Oil—Standard Oil Co.

KAGOSHIMA MARU, Japanese str. 1,234, Minamikawa, 2nd Dec.—Mororan 23rd Nov., Coal—Ataka & Co.

KEONGWAU, German str. 1,117, Joh. Kohler, 7th Nov.—Bangkok 29th October, Rice—Butterfield & Swire.

KWANGLEE, Chinese str. 1,468, Limolin, 2nd Dec.—Shanghai 29th November, General—C. M. S. N. Co.

LOCKSUM, German str. 1,020, W. Taubert, 2nd December—Bangkok 25th November, Rice and Meal—Butterfield & Swire.

LOONGKOON, German str. 1,245, Andersen, 5th Dec.—Saigon 30th November, General—Hamburg-Amerika Line.

LOONGSANG, British str. 1,005, F. Wheeler, 6th December—Macao 3rd Dec., General—Jardine, Matheson & Co.

MACHEW, German str. 996, C. Wolf, 9th Nov.—Bangkok and Swatow 8th Nov., Rice and Meal—Butterfield & Swire.

MEHOO, Chinese str. 1,339, T. Froberg, 6th Dec.—Shanghai 3rd December, General—C. M. S. N. Co.

HONGKONG TIDE TABLE

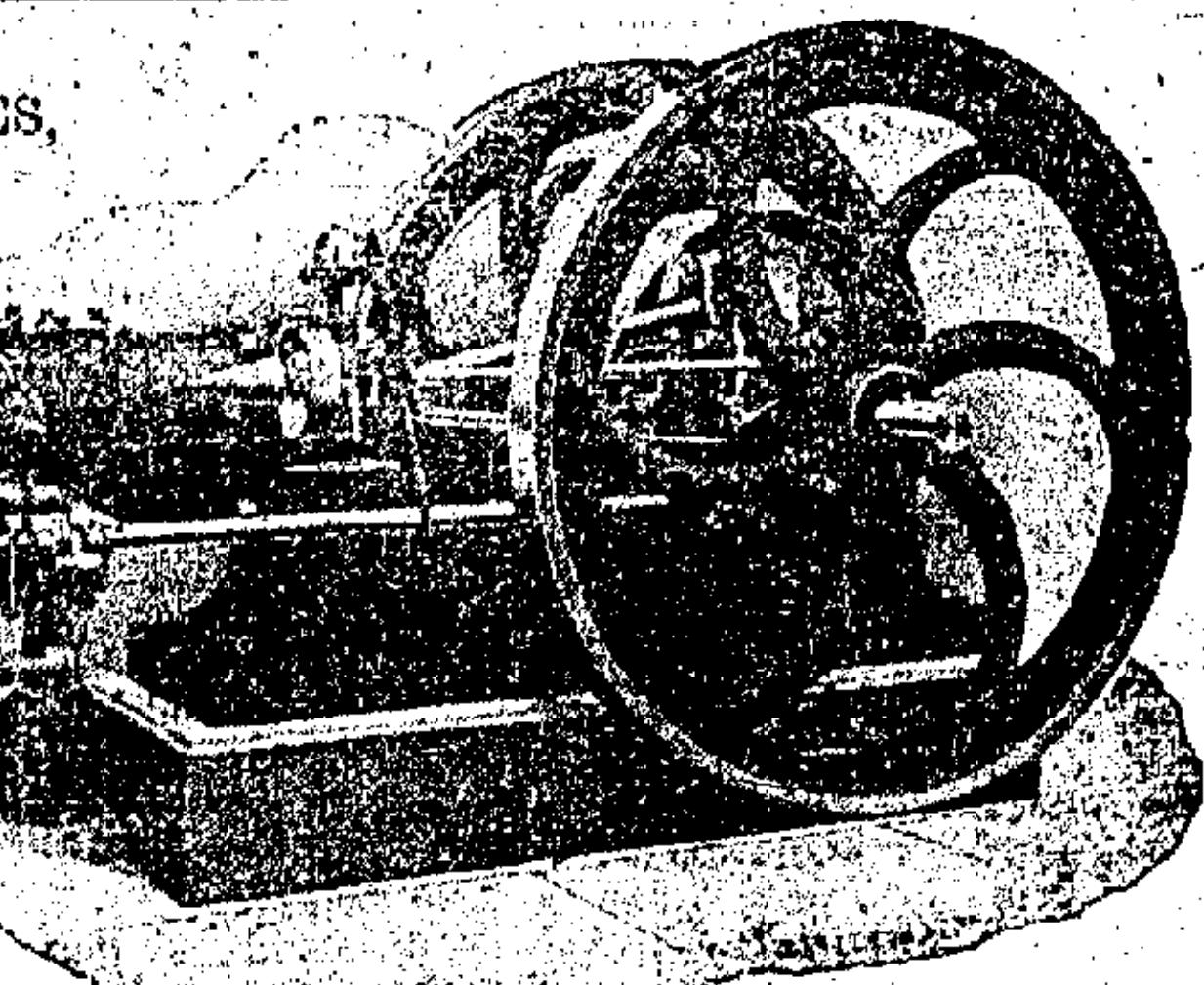
From December 8th to 14th, 1910.

HIGH WATER.	LOW WATER.	
	Hongkong Mean Time.	Height.
8/8 5	11.4	ft. in.
9/8 6	10.4	" "
10/8 7	9.4	" "
11/8 8	8.4	" "
12/8 9	7.4	" "
13/8 10	6.4	" "
14/8 11	5.4	" "
15/8 12	4.4	" "
16/8 13	3.4	" "
17/8 14	2.4	" "
18/8 15	1.4	" "
19/8 16	0.4	" "
20/8 17	-0.4	" "
21/8 18	-1.4	" "
22/8 19	-2.4	" "
23/8 20	-3.4	" "
24/8 21	-4.4	" "
25/8 22	-5.4	" "
26/8 23	-6.4	" "
27/8 24	-7.4	" "
28/8 25	-8.4	" "
29/8 26	-9.4	" "
30/8 27	-10.4	" "
31/8 28	-11.4	" "
1/9 29	-12.4	" "
2/9 30	-13.4	" "
3/9 1	-14.4	" "
4/9 2	-15.4	" "
5/9 3	-16.4	" "
6/9 4	-17.4	" "
7/9 5	-18.4	" "
8/9 6	-19.4	" "
9/9 7	-20.4	" "
10/9 8	-21.4	" "
11/9 9	-22.4	" "
12/9 10	-23.4	" "
13/9 11	-24.4	" "
14/9 12	-25.4	" "
15/9 13	-26.4	" "
16/9 14	-27.4	" "
17/9 15	-28.4	" "
18/9 16	-29.4	" "
19/9 17	-30.4	" "
20/9 18	-31.4	" "
21/9 19	-32.4	" "
22/9 20	-33.4	" "
23/9 21	-34.4	" "
24/9 22	-35.4	" "
25/9 23	-36.4	" "
26/9 24	-37.4	" "
27/9 25	-38.4	" "
28/9 26	-39.4	" "
29/9 27	-40.4	" "
30/9 28	-41.4	" "
31/9 29	-42.4	" "
1/10 30	-43.4	" "
2/10 1	-44.4	" "
3/10 2	-45.4	" "
4/10 3	-46.4	" "
5/10 4	-47.4	" "
6/10 5	-48.4	" "
7/10 6</td		

INTIMATIONS

CROSSLEY BROTHERS, LTD.
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MAKERS OF:
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MARINE ENGINES,
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KINDS OF FUEL
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AND
PRESSURE SYSTEMS.
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IN PREPARATION. THE DIRECTORY AND CHRONICLE 1911.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

Information for inclusion in the 1911 Directory should be forwarded at once to the
HONGKONG DAILY PRESS OFFICE.

The DIRECTORY covers the whole of the PLAN OF TSINGTAU (KIAOCHAU) ports and cities of the Far East, from Nether- PLAN OF FOREIGN CONCESSION, SHANGHAI lands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete, in each case as it can be made, but every Colony, Port, or Settlement is prefaced by a DESCRIBE- TION, carefully revised each year, most of which will serve as accurate Guides for the Tourist, giving full detail in connection with the places, their History, Topography, &c., &c. The information in these Descriptions consists of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,882, \$10.00. Directory only, pp. 1,900, \$6.00.

The Directories and Descriptions are of

CHINA
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PEKING
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TAKU
ANTUNG
MAUCHURIAN
TRADE CENTERS
NEWCHWANG
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PORT ARTHUR
CHITOO
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JAPAN AND FORMOSA
TOKYO
YOKOHAMA
HYOGO
KOB
SHIMONOSOKI
Vladivostock
EASTERN SIBERIA
CHOSSEN
Soul
KOREA
HONGKONG AND ITS DEPENDENCIES
MACAO
FRENCH INDO-CHINA
HANOI
HAIPHONG
TOKIN PROVINCES
PHILIPPINES
MANILA
SARAWAK
BANGKOK
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PAHANG
NETHERLANDS INDIA
BATAVIA
BULLENZORG
NAVAL SQUADRONS
BRITISH
FRENCH
OFFICERS OF COAST AND RIVER STEAMERS
THE MAPS AND PLANS
CLASSIFIED LISTS OF TRADES AND PROFESSIONS
ALPHABETICAL LIST OF RESIDENTS
20,000 FOREIGNERS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KORE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTIN

PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKOW (SHANGHAI) with inset
SHOWING THE EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF ASIA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA

THE CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Codes of Commissions, Consular and Court Fees, Hongkong Stamp Duty, Postal Guide, Signal Codes, Chinese Negative Tables of Money, Weights and Measures, and other Commercial Information including:

TREATIES WITH CHINA
Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chfoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1865; Conventions, 1866, 1867 and 1868; Frontier Trade Regulations, United States, Tientsin, 1868; Additional, 1869; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1893.

Japan—Shimonosaki, 1895; Liuchung Convention, 1895; Commercial, 1895; New Port 1896; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1891; Russian Land Trade, 1891.

Portugal, 1888; Commercial Treaty, 1904.

ITALY—Protocol, made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1891; Duties Convention, 1893; Russia, Agreements as to Corea; United States, Extradiation Treaty, 1893; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905; United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856, 1869 and 1909; France, 1898 and 1904; Japan, 1893; Korea, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam Subject to H.B.M.'s Superintendence and other Courts in China, &c.; Taxation of the Colony of Hongkong, and of the United States Federal Income Tax; Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Admiralty Rules; Foreign Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

THE CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1 5s, at which it was originally published.

It is published at the Office of the Hongkong Daily Press, and can be had from, and Advertisements sent through the principal Booksellers in Asia and through—

LONDON..... "Hongkong Daily Press" Office 131, Fleet Street, E.C.

LONDON..... Mr. F. Algar, 11, Clement's, Ltd.

LONDON..... Messrs. G. Street & Co., Ltd.

30, Cornhill, E.C.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st December—
CITY AND HILL DISTRICT WATER WORKS
LEVEL. 1910. 1910.
Tytan 1 ft. 7 in. Above overflow, Level
Below 1 ft. 7 in. Below overflow.
Tytan Brywash 27 ft. 11 in. 25 ft. 9 in.
Above 1 ft. 8 in. 2 ft. 10 in.
Tytan Intermediate 2 ft. 3 in. 9 ft. 11 in.
Pohkulum 1 ft. 8 in. 2 ft. 10 in.
Wong-nai-chung 0 ft. 3 in. 39 ft. 6 in.
STORAGE GALLONS. 1909. 1910.
Tytan 398,970,000 384,800,000
Tytan Brywash 9,000 486,000
Tytan Intermediate 205,720,000 180,021,000
Pohkulum 61,050,000 44,390,000
Wong-nai-chung 30,702,000 820,000
Total 696,473,000 610,527,000

CONSUMPTION IN THE CITY AND HILL DISTRICT DURING THE MONTH OF NOVEMBER.

1909. 1910.
Consumption 145,514,000 123,793,000 gallons

Estimated population 209,460 211,260

Consumption per head per day 23.7 19.5 gallons

Constant supply in all districts during November, 1909. Constant supply up till 14th November and Intermittent supply by River mains in other main Districts to the end of the month, 1910.

BOWLOON WATER WORKS
LEVEL. 1909. 1910.
Below overflow. Below overflow.
Reservoir 11 ft. 1 in. 5 ft. 9 in.

STORAGE GALLONS. 1909. 1910.
Bowloon Gravitation 246,792,000 295,275,000

CONSUMPTION OF WATER IN BOWLOON DURING THE MONTH OF NOVEMBER.

1909. 1910.
Consumption 24,170,000 23,570,000 gallons

Estimated population 90,100 94,900

Consumption per head per day 8.9 8.3 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

SWISS "ENGLISH."

SOME AMUSING EXAMPLES.

In Swiss hotels fairly good English is spoken and written, but in the Swiss papers one frequently comes across something like the following in the advertisement columns:—

Money Wanted.—Business man having £1,000 himself wants to loan 10,000fr., in order to be able to buy cheap, paying cash to his furnishers. Money given (eng. speaking lady or gentl.) could also make useful in the business, which is intended to be exaggerated.

Swiss wishes to marry himself to a

English lady, very fine educated. He is thirty, the most he is almost, with good economy and some loveliness. Ladies will please write to them their authentic charms and photographs if any. No secrecy available. Quick ceremony optional.

There is not a traveller in Switzerland who has put up, in out-of-the-way places, at little inns and hotels, from the beaten path, and read the local little papers, who cannot probably "improve" upon the above examples of Swiss English.

1037

SOLE AGENTS FOR CHINA: DADY BURJOR & CO. Wholesale Wine & Spirit Merchants.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

KOBE & YOKOHAMA 6,750 About

CAPT. H. REGENEER { 13th December.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, { "KLEIST" { Wed' day, 14th

ANTWERP & BREMEN { Capt. O. PAHNKE { Dec. at NOON.

SHANGHAI, TSINGTAU, KOBE { "GOEBEN" { About

YOKOHAMA { Capt. G. BALTE { 14th December.

KUDAT & SANDAKAN { "BORNEO" { 5,050 { Middle of Dec.

MANILA, YAP, MARON, SAMARAI, NEWGUINEA, BRISBANE, { "COBLENZ" { Saturday, 31st

SYDNEY & MELBOURNE { Capt. H. REGENEER, 6,750 { Dec. at D'light.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 5th December, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.

Capt. P. GROSCHE.

"LUETZOW" - 17,300 - ON APRIL 5TH.

Capt. B. WILHELM.

"KLEIST" - 17,000 - ON APRIL 19TH.

Capt. O. PAHNKE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

Early booking recommended.

For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 10th November, 1910.

(1062)

7

YOUNG MEN'S CHRISTIAN ASSOCIATION

EXTENSION OF WORK IN THE ORIENT.

At the instance of the Young Men's Christian Association organisation in America, a conference was recently called at the White House, Washington, in the interests of the young men of the Orient and Latin America. There was an attendance of about two hundred ladies and gentlemen, who were welcomed by President Taft. Dr. John R. Mott was the principal speaker, and announced that Mr. Rockefeller would give £108,000 for the foreign work of the Young Men's Christian Association or condition that like amount was made up in other contributions. A letter was read from Mr. James offering £10,000 for a building in Moscow if a like amount could be secured, and this was pledged at once by a gentleman who was present. Several gifts were also made similarly large in amount. Dr. Mott's appeal was for £500,000 for Association buildings in forty-nine cities, and it is remarkable that nearly £200,000 was promised at this one meeting. The countries which will all be benefited include the Philippines, Japan, China, India and Ceylon, Russia, Korea, Turkey, Porto Rico, Cuba, and Portugal.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax).

1ST SALOON £71.10 SINGLE. £106.14 RETURN.

2ND SALOON £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERME DAITE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CA' RYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:</p

SHIPPING.

ARRIVALS.

ANAPA, British str., 2,251, J. H. Park, 7th Dec.—Moj 1st December. Coal—Samuel Samuels.
CARL DIEDERICHSEN, German str., 774, Chr. Jurgenson, 7th December—Pakhoi and Holliville 6th Dec., General—Jensen & Co.
CHINAN, British str., 1,653, W. C. Passmore, 7th December—Foochow 4th December, General—Douglas Lupton & Co.
HONGKONG MARU, Japanese str., 3,447, H. Hinokuma, 7th Dec.—Coronal and South America 24th Sept. Coal and Oil—Toyo Kisen Kotsu.
KWANGTZE, Chinese str., 7th Dec.—Canton.
LINAN, British str., 1,532, Williams, 7th Dec.—Shanghai 4th Dec., General—Butterfield & Swire.
ONGANG, British str., 7th Dec.—Canton.
TAHSUN, Chinese str., 7th Dec.—Canton.
WOSANG, British str., 7th Dec.—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
7th December.
Juju Maru, Japanese str., for Swatow.
Brook, British str., for Manila.
Wooang, British str., for Shanghai.

DEPARTURES.

7th December.
AKI MARU, Japanese str., for Singapore.
ARMENIA, German str., for Singapore.
CHIFIL, British str., for Haiphong.
HANGHANG, British str., for Canton.
HOIHOW, British str., for Canton.
KWONGSUNG, British str., for Shanghai.
LYEEMOON, German str., for Suijan.
MATHILDE, German str., for Haiphong.
MEIFOO, Chinese str., for Canton.
MICHAEL JENSEN, German str., for Haiphong.
SOSHIE MARU, Japanese str., for Swatow.
TAIHUNG, Chinese str., for Shanghai.
TELEMACHUS, British str., for Saigon.
TOUARO, French str., for Fort Bayard.
ZAPFO, American str., for Manila.

SHIPPING REPORTS.

The British str. *Hadding* reports: Dull cloudy weather and moderate N.E.
The British str. *Anapa* reports: Strong monsoon, dull and overcast weather.

PASSENGERS.

ARRIVED.
Per *Hongkong Maru*, from South American Ports, for Dr. Fozza.
Per *Hadding*, from Coast Ports, Messrs Shileds and Brodersen.

DEPARTED.
For *Touareg*, for Haiphong, &c., Mr and Mrs Le Gets, Miss Blanch Merck and Dr. Le Dentu.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The E. & A. str. *Easter* from Australia, left Manila on the 6th instant, at 2 p.m. for this port.
The E. & A. str. *Alderman* left Sydney on the 3rd inst. for this port, via Queensland Ports and Manila.
THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. *Himalaya* left Singapore for this port on the 4th inst., at 5.30 a.m., with the outward English Mails, and is due here to-morrow at about 6 p.m.
THE AMERICAN MAIL.
The P. M. S. S. Co. str. *Korea* arrived at Manila on the 5th inst. morning, and will leave there on the 8th inst. p.m., and is due here on the 10th inst.
The P. M. S. S. Co. str. *Siberia* sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th instant.

THE INDIAN MAIL.
The Indo-China str. *Kutang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 14th inst.
The Indo-China str. *Laisang* left Calcutta for the Straits and Hongkong on the 1st inst., and is due here on the 17th instant.

THE GERMAN MAIL.
The I.G.M. str. *Groben*, carrying the German Mails with dates from Berlin of the 16th ult., left Colombo on the 4th inst. a.m., and may be expected here on or about the 13th inst.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of China* left Vancouver on the 1st inst. p.m. for Hongkong via usual ports of call.

MERCHANT STEAMERS.
The str. *Ishii* left Singapore for the port on the 30th ultimo afternoon, and may be expected here to-day.

The N.Y.K. str. *Atsuta Maru* (European Line) left Singapore for this port on the 2nd instant, and is expected here to-day.

The Bank Line str. *Ridell* sailed from Moji on the 2nd instant, and is due here to-day.

The H.A. Line str. *Westphalia* left Shanghai on the 5th inst. p.m., and may be expected here to-day.

The "Ben" Line str. *Bouleau* from Antwerp, Middlesbrough and London left Singapore on the 2nd instant for this port.

The "Blue" Line str. *Pembroke* from London, left Singapore for Hongkong on the 4th instant afternoon, and may be expected to arrive here on the 11th inst.

The Danish str. *Siam* left Satang on the 1st inst., and may be expected here on or about 15th instant.

The American-Asiatic S.S. Co.'s str. *Indra* left New York on the 20th Oct., and is due here on or about the 15th instant.

The O.S.K. str. *Seattle Maru* from Tacoma, arrived at Yokohama on the 1st instant, and is expected to arrive here on or about the 18th instant, via Manila.

The T.K.K. str. *Nippon Maru* sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th instant.

The str. *Glenloch* left London on the 5th ult., and is due here on or about the 20th inst.

The O.S.K. str. *Mexico Maru* left Tacoma for this port on the 25th ultimo, and is expected to arrive here on or about the 29th instant, via Japan and Shanghai.

The American & Manchuria Line's str. *Kioto* left New York on the 10th ult., and is due here on or about the 1st January.

The T.K.K. str. *Kiyo Maru* left Callao for this port via Mexican ports, Honolulu, and Japan ports, on the 30th ultimo.

STEAMERS PASSED THE CANAL.
November 11th—*Atsuta Maru*, *Maehan*, 16th—*Scadia*, *Walace Maru*, 18th—*Achilles*, *Siebia*, 23rd—*Bentorlich*, *Glenloch*, *Goben*, *Indra*, *Nippon*, *Sunda*, 25th—*Antenor*, *Briagwa*, *Glorious*, *Tourane*, 29th—*Breconshire*, *C. F. Lasc*, *Cardiganshire*, *Hitachi Maru*, December 2nd—*Glaucus*, *Nubia*, *Palawan*, *Saxonia*, *Stentor*, *Indra*, 6th—*Antiochus*, *Berwick*, *Moyne*, *Pathan*, *Princess Alice*.

ARRIVALS AT HOME.

December 6th—*Amelia*, *Dumbet*, *Alegria*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "I," nearest Hongkong "II," midway between Hongkong and Kowloon "III," and those vessels berthed at the Kowloon Wharf "IV," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON ROTTERDAM & ANTWERP.	BRECONSHIRE	Brit. str.	—	Jardine, Matheson & Co., Ltd.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Chubb, R.N.R.	Olof Wijk & Co., Ltd.	About 29th inst.
COPENHAGEN	PEKING	Swed. str.	—	...	MELCHERS & CO.	On 13th inst.
COPENHAGEN & BALTIK PORTS	UGGARIA	Ger. str.	k. w.	J. Jager	HAMBURG-AMERICA LINE	About middle of Jan.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BRISGAVIA	Ger. str.	k. w.	Girstenbrau	HAMBURG-AMERICA LINE	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	WESTPHALIA	Ger. str.	k. w.	Buch	HAMBURG-AMERICA LINE	On 9th Jan.
HAVRE, BREMEN & HAMBURG, &c.	ABARIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	To-morrow
HAVRE, ROTTERDAM & HAMBURG, &c.	BEARILLA	Ger. str.	k. w.	Mass	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLE & COPENHAGEN	CANTON	Swed. str.	—	Olof Wijk & Co., Ltd.	NIPPON YUSEN KAISHA	On 20th inst. at 1 P.M.
MARSEILLES &c., VIA PORTS OF CALL	POLYNESIEN	Fren. str.	k. w.	MESSAGERIES MARITIMES	HAMBURG-AMERICA LINE	On 21st inst. at D'light
MARSEILLES HAMBURG ANTWERP &c.	SYLPHIA	Fren. str.	—	...	NIPPON YUSEN KAISHA	On 27th inst. P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	...	NIPPON YUSEN KAISHA	On 4th Jan. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	...	MELCHERS & CO.	On 15th inst.
SIRK	EMPEROR OF JAPAN	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 21st inst. at D'light
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 25th inst. at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PANAMA MARU	Jap. str.	—	K. Kawara	OSAKA SHOSEN KAISHA	On 25th Jan. at Noon
VICTORIA, C.B. & TACOMA VIA SHANGHAI, JAPAN	INABA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 3rd Jan. at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, JAPAN	TAMA MARU	Jap. str.	—	G. E. Elliott	DODWELL & CO., LTD.	On 31st Jan. at Noon
VICTORIA, B.C. & VANCOUVER, & SEATTLE, &c.	HALLAMSHIRE	Brit. str.	—	...	CANADIAN PACIFIC R. CO.	On 15th inst.
VANCOUVER (DIRECT)	HONGKONG MARU	Jap. str.	—	T. Sekine	TOYO KISEN KAISHA	On 21st inst.
CALIAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	YAWATA MARU	Jap. str.	—	Geo. Bjork	PORTRLAND & ASIATIC S.S. CO.	On 22nd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	HERCULES	Not str.	—	...	TOYO KISEN KAISHA	On 17th inst.
PORTLAND VIA MANILA & JAPAN	TENYO MARU	Jap. str.	—	...	PACIFIC MAIL S.S. CO.	On 14th inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	W. Davison	PACIFIC MAIL S.S. CO.	On 14th inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA	Brit. str.	1 m.	H. Baugener	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	M. Yagi	MELCHERS & CO.	On 16th inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 1st inst. at Noon
KOBE & YOKOHAMA	ATSUJI MARU	Jap. str.	—	H. Baugener	MELCHERS & CO.	On 13th inst.
NAGASAKI, KOBE & YOKOHAMA	COBLENZ	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst. at Noon
SHANGHAI	TIJMAH	Brit. str.	—	Rouman	JAYA-CHINA-JAPAN LINN	Quick despatch
SHANGHAI	TINGSAM	Jap. str.	—	...	JARDINE, MATHESON & CO., LTD.	To-morrow, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUNJUN MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	To-day, at 8 A.M.
SHANGHAI	CHENAN	Brit. str.	—	...	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI VIA FOOCHOW	ESANG	Brit. str.	—	...	JARDINE, MATHESON & CO., LTD.	To-morrow, at Noon.
SHANGHAI	HINALATA	Brit. str.	—	...	P. & O. S. N. CO.	To-morrow, at 5 P.M.
HANGSANG	CEYLON MARU	Jap. str.	—	...	HAMBURG-AMERICA LINE	On 11th inst. at 4 P.M.
KUTSANG	GOBBEN	Brit. str.	—	...	P. & O. S. N. CO.	On 13th inst. at 1 P.M.
SCANDIA	NIKKO MARU	Ger. str.	—	...	MELCHERS & CO.	On 14th inst.
SIAM	TSUNDA	Fren. str.	—	...	HAMBURG-AMERICA LINE	On 15th inst.
TOURANE	NIPPON	Ger. str.	—	...	P. & O. S. N. CO.	On 16th inst.
SHANGHAI YOKOHAMA & KOBE	NUBLA	Brit. str.	—	...	MELCHERS & CO.	On 19th inst. at P.M.
SHANGHAI YOKOHAMA & KOBE	TIKINI	Jap. str.	—	...	HAMBURG-AMERICA LINE	On 22nd inst.
SHANGHAI YOKOHAMA & KOBE	DALIN MARU	Brit. str.	2 h.	W. C. Passmore	OSAKA SHOSEN KAISHA	On 23rd inst. at 10 A.M.
SHANGHAI YOKOHAMA & KOBE	HAIICHING	Brit. str.	2 h.	J. W. Evans	DODWELL & CO., LTD.	To-morrow, at 11 A.M.
SHANGHAI YOKOHAMA & KOBE	HAITAN	Brit. str.	—	On 15th inst. at 11 A.M.
SHANGHAI YOKOHAMA & KOBE	SINGAN	Brit. str.	—	A. J. Payne	...	On 17th inst. at 9 A.M.
SHANGHAI YOKOHAMA & KOBE	GOONGSANG	Brit. str.	—	A. W. Outerbridge	...	On 10th inst. at Noon
SHANGHAI YOKOHAMA & KOBE	TEAN	Brit. str.	—	P. H. Rolfe	...	On 17th inst. at Noon

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1334/41

POST OFFICE NOTICE

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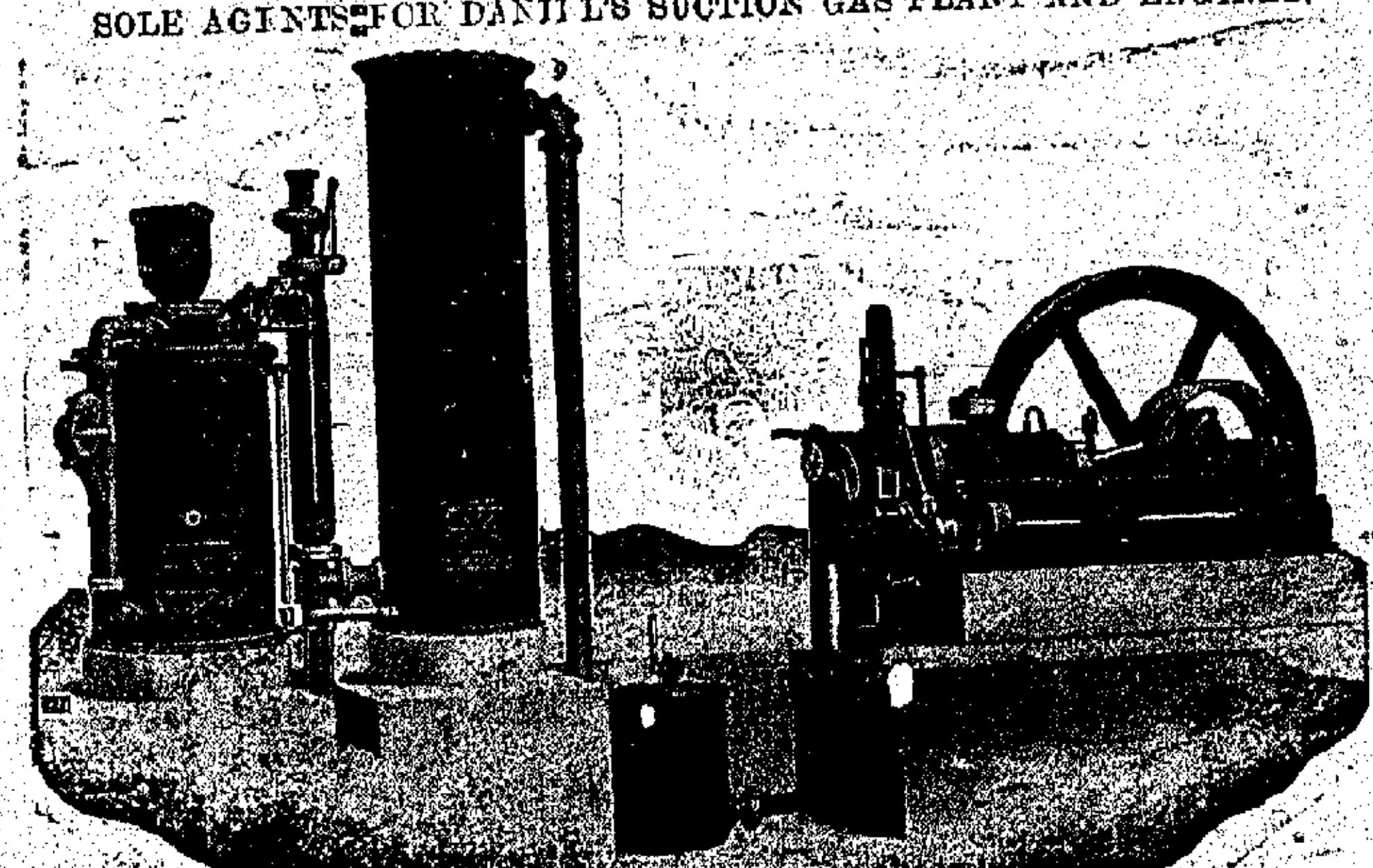
The Himalaya, with the English mail of the 11th ultimo; left Singapore on Sunday, the 4th inst., at 5.30 a.m., and may be expected here at 6 a.m. to-morrow. This packet brings the parcel mails closed in London for despatch by the all sea route on the 2nd of November, and for despatch overland on the 8th of November.

The Assay with the Siberian mail is due to arrive here to-morrow.

The Korea, with the American mail, is estimated to leave Manila on Thursday, the 8th inst., p.m., and may be expected here on Saturday, the 10th inst.

FOR	PER	DATE
Macao	Sui Tai	Thursday, 8th, 1.15 P.M.
Kobe and Yokohama	Atsuta Maru	Thursday, 8th, 3.00 P.M.
Shanghai	Chancan	Thursday, 8th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 9th, 10.00 A.M.
Shanghai	Tinggang	Friday, 9th, 11.00 A.M.
Shanghai	Euang	Friday, 9th, 11.00 A.M.
Macao	Sui Tai	Friday, 9th, 11.15 P.M.
Foochow and Shanghai	Euang	Saturday, 9th, 11.00 A.M.
Haiphong	Secta	Saturday, 10th, 2.00 P.M.
	Printed Matter and Samples	9.00 A.M.
	Registration	9.00 A.M.
	(Registration, with late fee of 10 cents, up to 9.30 A.M.)	
	Assay	9.00 A.M.
	Registration, Kowloon B.O.	9.00 A.M.
	No late fee.	
	Letters	10.00 A.M.
	Saturday, 10th, 10.00 A.M.	
	Saturday, 10th, 10.00 A.M.	
	St. Albans	Saturday, 10th, 10.00 A.M.
	Printed Matter, and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents up to 10.45 A.M.)	
	Assay	10.00 A.M.
	Registration, Kowloon B.O.	10.00 A.M.
	No late fee.	
	Letters	11.00 A.M.
	Saturday, 10th, 5.00 P.M.	
	Saturday, 10th, 5.00 P.M.	
	Saturday, 10th, 5.00 P.M.	
	Registration	4.15 P.M.
	(Registration, with late fee of 10 cents up to 5.00 P.M.)	
	Letters	6.00 P.M.
	Tuesday, 13th, 10.00 A.M.	
	Tuesday, 13th, 11.00 A.M.	
	Tuesday, 13th, 11.00 A.M.	
	Tuesday, 13th, 3.00 P.M.	
	Wednesday, 14th, 10.00 A.M.	
	Wednesday, 14th,	
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents up to 10.45 A.M.)	
	Assay	10.00 A.M.
	Registration, Kowloon B.O.	10.00 A.M.
	No late fee.	
	Letters	11.00 A.M.
	Linan	
	Printed Matter and Samples	5.00 P.M.
	Registration	5.30 P.M.
	Letters	6.00 P.M.
	Saturday, 17th, 10.00 A.M.	
	Tuesday, 20th,	
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents up to 10.45 A.M.)	
	Assay	10.00 A.M.
	Registration, Kowloon B.O.	10.00 A.M.
	No late fee.	
	Letters	11.00 A.M.
	Empress of Japan	
	Printed Matter and Samples	5.00 P.M.
	Registration	5.30 P.M.
	Letters	6.00 P.M.
	Saturday, 17th, 10.00 A.M.	
	Tuesday, 20th,	
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents up to 10.45 A.M.)	
	Assay	10.00 A.M.
	Registration, Kowloon B.O.	10.00 A.M.
	No late fee.	
	Letters	11.00 A.M.
	Namang...	
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents up to 10.45 A.M.)	
	Assay	10.00 A.M.
	Registration, Kowloon B.O.	10.00 A.M.
	No late fee.	
	Tourane...	
	Printed Matter and Samples	10.00 A.M.
	Registration	10.00 A.M.
	(Registration, with late fee of 10 cents up to 10.45 A.M.)	
	Assay	10.00 A.M.
	Registration, Kowloon B.O.	10.00 A.M.
	No late fee.	
	Letters	11.00 A.M.

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	Bank Bills, on demand	1.10
	Bank Bills, at 30 days' sight	1.10
	Bank Bills, at 4 months' sight	1.10
	Credits, at 4 months' sight	1.10
	Documentary Bills 4 months' sight	1.10
ON PARIS		
	Bank Bills, on demand	2.31
	Credits, at 4 months' sight	2.35
ON GERMANY		
	On demand	1.87
ON NEW YORK		
	Bank Bills, on demand	4.45
	Credits, at 60 days' sight	4.45
ON BOMBAY		
	Telegraphic Transfer	1.36
	Bank, on demand	1.36
ON CALCUTTA		
	Telegraphic Transfer	1.36
	Bank, on demand	1.36
ON SHANGHAI		
	Bank, at sight	.73
	Private, 30 days' sight	.74
	Assay	.74
ON YOKOHAMA		
	On demand	.89
ON MANILA		
	On demand	.90
ON SINGAPORE		
	On demand	.78
ON DABACIA		
	On demand	.110
ON HAMPHONG		
	On demand	.14
ON SAIGON		
	On demand	.53
ON BANGKOK		
	On demand	.53
	SOVEREIGN, Bank's Buying Rate	.510.90
	GOLD LIAR, 100 fine, per tael	.56.40
	BAR SILVER, per oz.	.25
	SUBSIDARY COINS	
	Chinese 20 cents pieces	.37.88 discount
	Chinese 10 "	.82.25 "
	Hongkong 20 "	.87.50 "
	Hongkong 10 "	.87.98 "

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[1335]

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